TIME TABLE

9

FOR THE

SUNSET RAILROAD CO.
AND SUNSET WESTERN RY.

To Take Effect Sunday, Apr. 18, 1909, 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time-table at pleasure.

E. E. CALVIN,
General Manager.

W. R. SCOTT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

H. V. PLATT,
General Superintendent.

SUNSET RAILROAD COMPANY.

MONARCH AND GOSFORD.

FROM SAN FRANCISCO								TIME TABLE		TOWARD SAN FRANCISCO				
Length of sidings in feet, and location of Scales, Fuel, Water, Turning and Telephone Stations.		THIRD CLASS		SECOND CLASS		Distance from San Francisco.		No. 9	Distance from Gosford.	SECOND CLASS		THIRD CLASS		Telegraph Office Hours
		210	208	92	88			April 18, 1909		89	93	209	211	
		Freight	Way Freight	Fellow and Monarch Motor	Bakersfield Monarch and Fellow Motor					Monarch and Fellow Motor	Monarch and Bakersfield Motor	Way Freight	Freight	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
4,483	Y		7.15 AM		s 8.50 AM	323.8	R	GOSFORD	0.0		s **4.20 PM**	**4.20 PM**		
								9.8						
3,720			7.40		s 9.08	333.6		CONNER	9.8		s 4.02	3.35		
								4.6						
2,240	W	8.05 AM	**7.50**		s 9.18	338.2	R	MILLUX	14.4		s 3.52	3.10	**7.40 AM**	
								7.3						
			8.05		s 9.33	345.5		SAN EMIDIO (Spur)	21.7		s 3.37	2.45		
								5.3						
		8.50 AM	8.40	s **2.00 PM**	s 9.55	351.4	R	PENTLAND JUNC.	27.5	s 10.34 AM	s 3.15	**1.50**	6.38 AM	
								2.5						
2,760	Y		9.00	s 2.10	s 10.05	353.9	D	HAZELTON	30.1	s 10.27	s 3.05	1.20		7.00 AM to 7.00 PM
								2.6						
			9.15 AM	2.30 PM	10.15 AM	356.5	R	MONARCH	32.7	10.20 AM	2.55 PM	12.30 PM		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(32.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		(0.45)	(2.00)	(0.30)	(1.25)			Time over District		(0.14)	(1.25)	(3.50)	(1.02)	
		17.60	18.88	10.30	23.85			Average speed per hour		22.07	23.85	9.55	21.29	

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions—No. 88 is superior to No. 89, No. 92 is superior to No. 93, No. 208 is superior to No. 209.

SUNSET WESTERN RAILWAY

PENTLAND JUNCTION AND FELLOW

FROM SAN FRANCISCO									TOWARD SAN FRANCISCO			
Length of sidings in feet, and location of Scales, Fuel Water and Turning and Telephone Stations.	THIRD CLASS		SECOND CLASS		Distance from San Francisco.	TIME TABLE No. 9 April 18, 1909	Distance from Pentland Junc.	SECOND CLASS		THIRD CLASS		Telegraph Office Hours
	212 Freight	210 Freight		92 Motor				91 Motor		211 Freight	213 Freight	
	Leave Daily	Leave Daily		Leave Daily		**STATIONS**		Arrive Daily		Arrive Daily	Arrive Daily	
1731 Y	2.00 PM	8.50 AM		s10.35 AM	351.3	R **PENTLAND JUNC.**	0.0	s 1.59 PM		6 38 AM	1.40 PM	
						4.4						
1799	2.20	9.10		s10.47	355.7	SIGNA	4.4	s 1.43		6.18	1.20	
						4.2						
4413	2.45 PM	9.35		s10.59	359.9	D MORON	8.6	s1.30 PM 11.46		6.00 AM	1.00 PM 11.30	7.00AM to 7.00PM
						4.2						
1700	.	10.10		s**11.11**	364.1	MIDOIL	12.8	s11 34			**11.11**	
						1.8						
3000		10.20 AM		11.15 AM	365.9	R **FELLOW**	14.6	11.30 AM			10.40 AM	
	Arrive Daily	Arrive Daily		Arrive Daily		(14.6)		Leave Daily		Leave Daily	Leave Daily	
	.45	1.30		.40		................Time over District................		2.29		.38	3.00	
	11.48	10.85		21.90		..............Average speed per hour..............		6.55		13.57	5.45	

West-bound trains are superior to trains of same class in opposite directions. See Rule 72. Exceptions—No. 92 is superior to No. 91, No. 210 is superior to No. 213.

SECURITY

SPECIAL RULES.

1. Southern Pacific Company's (Pacific System) Rules and Regulations will govern on Sunset and Sunset Western Railroads.
2. Speed of passenger trains is limited to 30 miles per hour; of freight trains to 20 miles per hour, except when there are large loaded oil cars in train when speed must not exceed 18 miles per hour.
3. Engines of freight trains must in all cases cut off to take water.
4. Extra trains may pass or run ahead of third-class trains without receiving orders to do so.

F. M. WORTHINGTON, Superintendent. **J. H. DODDS, Asst. Supt.**

TRAIN MASTER NORTHERN DISTRICT—H. S. KINCH.

Chief Dispatchers:
J. H. Sheridan.
G. R. Peckham.

Trick Dispatchers:
M. J. McGrath.
E. F. Wasem.
F. V. King.